K9375-7

THE IMPACT OF TRAVEL ON STATE ECONOMIES 1983

This study was supported by a grant from
the Travel Industry Association of America.

U.S. TRAVEL DATA CENTER
WASHINGTON, D.C.
MAY, 1985
PRICE: FIFTY-FIVE DOLLARS
ISSN: 0730-9813

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EXECUTIVE SUMMARY

- U.S. residents and foreign visitors spent $210 billion traveling in America during 1983, a six-percent increase over the previous year.

- These expenditures directly generated 4.8 million jobs paying $47 billion in wages and salaries.

- Travel spending in America generated $24 billion in tax revenue for federal, state and local governments.

- California garnered the largest share of travel spending in the U.S. during 1983 with 14 percent of the total market, followed by Florida.

- New Jersey posted the largest percentage increase in travel expenditures of any state: 17 percent.

- Only seven states suffered declines in travel spending for the year.

- Jobs directly generated by travel spending exceeded those generated by all other private industries in 12 states in 1983, and the travel industry was among the top three employers in 41 states.

- Every $44,019 spent on travel in the U.S. directly supported one job on the average in 1983.

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INTRODUCTION

The estimates of the economic impact of travel contained in this volume are the product of the Travel Economic Impact Model (TEIM), an economic model developed expressly to indicate the expenditures, employment, payroll, business receipts and tax revenue generated by travel away from home in the U.S.

The conceptual development of the model was funded by the Bureau of Land Management of the U.S. Department of the Interior in 1975. Since that time, the TEIM has been expanded to reflect the availability of improved data and has been computerized. While not covered here, the model has also been extended to produce improved county-level estimates of travel impact. The data contained in this report and others in this series are the only estimates of the economic impact of travel available for all 50 states and the District of Columbia.

In earlier years, the Data Center published estimates of travel's impact at the state level covering 1974, 1975 and 1976. With the availability of the U.S. Census Bureau's 1977 Censuses of Transportation, Service Industries, and Retail Trade, the Travel Economic Impact Model was revised substantially. The 1977 and subsequent year estimates are from the revised model. Consequently, 1977 and later estimates are not comparable to earlier data published by the Data Center.

The Data Center views the model as a continuing, evolving project producing annual estimates. It is hoped that this publication will stimulate discussion and criticism of the TEIM to promote further development and improvement. Users of these data are encouraged to communicate their reactions, both positive and negative, to the Data Center in the interests of progress in travel research.

The individual state estimates should not necessarily be viewed as substitutes for major state research projects on the impact of travel and tourism. Rather, the user should compare the methodologies and results, and draw his own conclusions regarding the validity of differing approaches and estimates.

In the Appendices, the Travel Economic Impact Model is summarized, and a glossary of terms is provided. Research sources used in producing these estimates are also listed in an appendix.

1983 TRAVEL EXPENDITURES IN THE U.S.

During 1983, Americans spent $196 billion in the U.S. on travel away from home in their own country. This includes expenditures while traveling away from home overnight or to places 100 miles or more away. The 1983 domestic total is a 5.9 percent increase over the previous year.

As indicated in Table 1, spending on meals while traveling accounted for more than one-quarter of travel spending in 1983, to lead all categories. Traveler spending on public transportation including airplanes, buses, and trains showed the largest increase over 1982, up eleven percent. Auto transportation, including trucks, recreational vehicles and rental vehicles, declined from 1982 as Americans enjoyed reduced costs of gasoline, and the average miles-per-gallon of the U.S. automobile fleet rose.

Table 1: Travel Expenditures in the U.S., 1983

Expenditure category	Expenditures ($ billions)	Percent of U.S. total	Percent change from 1982
Public transportation	$ 42.3	21.6	11.0%
Auto transportation	42.1	21.5	-1.6
Lodging	31.5	16.1	8.0
Food	50.0	25.5	6.6
Entertainment and recreation	17.7	9.0	8.6
Incidentals	12.5	6.4	4.5
U.S. total	$195.9	100.0	5.9%
U.S. territories	0.9		12.5
Foreign visitor spending	13.1		5.6
Grand total	$209.9		5.9%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

A fourth major expenditure item, hotel/motel lodging costs posted an eight percent increase in 1983 compared to a double-digit increase the previous year.

Traveler spending for hotel/motel lodging must be distinguished from total receipts of commercial lodging facilities. The latter includes all sales income of hotels, motels and motor hotels from room sales, food and beverage sales, concessions, telephone service, valet and other services to customers. The TEIM cannot distinguish meals purchased in restaurants operated by hotels and motels from those purchased in separate restaurants. Consequently, some of the food purchases estimated by the model took place in commercial lodging facilities although attributed herein to "foodservice."

This explains how changes in lodging expenditures by travelers may differ from variations in total lodging industry receipts as reported by the U.S. Bureau of the Census or other organizations. Moreover, this convention also affects TEIM estimates of travel-generated payroll and employment for lodging and foodservice.

Data were obtained from the official travel development offices in American Samoa, Guam, the Marianas, Puerto Rico and the U.S. Virgin Islands on visitor expenditures and their impact. Based on these reports, the Data Center estimates that U.S. visitors to these U.S. territories spent $850 million in 1983, up 5.2 percent from the previous year. Foreign visitor spending in these territories is included in the U.S. Department of Commerce estimates of total foreign visitor expenditures in the U.S.

According to the Commerce Department, foreign visitors spent $13,110 million while traveling in the U.S. and its territories, increasing six percent from the previous year. This is in contrast to a decline the previous year, and is encougaging news since the U.S. dollar has strengthened against virtually all major foreign currencies, and most countries have yet to recover from a worldwide recession. This spending does not include receipts of U.S. carriers for international transportation of foreign nationals.

Together U.S. residents and foreign visitors spent nearly $210 billion on travel in the U.S. and its territories during 1983, for an overall increase of six percent. Total travel spending in the U.S. accounted for 6.4 percent of the nation's gross national product (GNP) during 1983, and grew somewhat slower than GNP's eight-percent advance.

Table 2 shows travel spending in six categories by state visited by U.S. travelers during 1983. Foreign visitor expenditures are not distributed by category, but table 13 provides statewide estimates the total domestic and foreign visitor expenditures for the first time. Table 2 figures comprise total spending by U.S. travelers in the fifty states and the District of Columbia, including sales and gross receipts taxes paid.

The average state collected $3.8 billion in U.S. travel spending in 1983, and sixteen states exceeded this. A total of

42 states received more than one billion dollars from U.S. travelers in 1983. The top five states accounted for two-fifths of all U.S. travel spending.

Table 3 provides analytical data on U.S. travel spending in each state: percent change from the previous year, share of U.S. travel expenditures, and rank by volume of expenditures in each state. New Jersey experienced the largest percentage increase of seventeen percent. Nine states in all posted double-digit advances from 1982. Seven states suffered declines, with Tennessee posting the largest percentage drop from 1982 due to the unusually high expenditure levels from the World's Fair in 1982.

California led all other states with U.S. travel spending of over $26 billion in 1983, fourteen percent of the total for the nation. Florida was second with more than $16 billion, followed by New York.

Table 2: 1983 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 160.6	$ 310.9	$ 225.7	$ 401.5
Alaska	304.6	151.4	109.1	183.5
Arizona	685.8	643.1	540.0	826.3
Arkansas	85.5	368.9	239.8	624.5
California	7,538.4	5,386.9	3,658.0	6,207.6
Colorado	972.6	549.5	736.7	1077.3
Connecticut	467.6	1,105.9	116.9	298.4
Delaware	32.6	71.3	120.9	166.4
Florida	2,749.5	2,956.9	4,189.1	4,563.8
Georgia	743.6	1,805.4	610.7	1,055.7
Hawaii	678.4	337.4	691.9	503.5
Idaho	97.9	135.7	153.1	373.5
Illinois	1,649.3	1,593.5	529.0	1,214.0
Indiana	391.7	564.6	292.7	702.3
Iowa	264.2	427.1	188.7	470.8
Kansas	255.9	481.4	163.2	415.7
Kentucky	218.1	810.9	244.6	541.8
Louisiana	557.3	1,069.7	366.6	791.0
Maine	136.8	139.2	444.8	467.7
Maryland	1,271.3	432.6	401.9	925.3
Massachusetts	1,392.7	1,266.9	787.0	863.1
Michigan	1,062.9	1,222.2	992.8	1,283.8
Minnesota	979.1	970.4	736.3	1,130.0
Mississippi	120.3	270.8	134.4	371.8
Missouri	1,049.2	1,086.1	789.5	878.8
Montana	26.5	121.8	131.5	215.9
Nebraska	189.7	256.1	105.8	333.2
Nevada	461.8	756.1	848.1	942.4
New Hampshire	32.5	175.4	377.8	333.6
New Jersey	2,650.3	540.9	1,052.6	1,737.0

Table 2: 1983 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 237.7	$ 229.3	$ 216.7	$ 535.4
New York	3,121.6	3,357.7	2,385.3	3,386.0
North Carolina	698.1	911.3	787.2	1316.3
North Dakota	88.8	219.1	55.8	180.0
Ohio	1,547.6	1,596.7	525.7	1,371.6
Oklahoma	552.5	386.5	300.8	839.0
Oregon	530.3	410.6	246.0	663.2
Pennsylvania	1,907.2	1,494.3	1,015.2	1,913.7
Rhode Island	65.3	100.1	34.4	91.9
South Carolina	208.5	510.0	503.8	911.9
South Dakota	56.6	113.0	77.0	138.8
Tennessee	339.7	696.6	494.8	898.6
Texas	3,142.8	3,135.9	2,096.9	3,281.4
Utah	285.8	177.8	224.7	461.3
Vermont	59.1	89.0	215.4	420.0
Virginia	649.8	788.7	726.1	959.1
Washington	682.7	640.1	250.8	706.8
West Virginia	79.6	306.8	250.7	324.9
Wisconsin	413.7	640.7	690.9	1132.6
Wyoming	72.0	160.0	105.2	165.7
District of Columbia	315.9	91.2	286.5	273.6
Total	$42,202.0	$42,064.4	$31,469.1	$49,872.0

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 2: 1983 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Entertainment and Recreation	Incidental Purchases	Total
Alabama	$ 115.9	$ 122.3	$ 1,336.9
Alaska	29.9	31.7	810.2
Arizona	206.0	221.9	3,123.1
Arkansas	161.8	175.6	1,656.1
California	1,626.2	1,525.4	25,942.5
Colorado	441.2	303.2	4,080.5
Connecticut	90.8	78.4	2,158.0
Delaware	45.1	39.9	476.2
Florida	1,066.6	1,088.9	16,614.8
Georgia	294.1	269.1	4,778.6
Hawaii	92.8	98.6	2,402.6
Idaho	61.0	70.5	891.7
Illinois	375.3	329.1	5,690.2
Indiana	206.7	210.7	2,368.7
Iowa	121.8	121.6	1,594.2
Kansas	125.8	123.2	1,565.2
Kentucky	152.0	145.5	2,112.9
Louisiana	200.6	180.3	3,165.5
Maine	115.7	109.8	1,414.0
Maryland	208.2	211.1	3,450.4
Massachusetts	212.0	203.7	4,725.4
Michigan	458.5	370.8	5,391.0
Minnesota	385.6	296.5	4,497.9
Mississippi	99.5	104.8	1,101.6
Missouri	278.8	259.1	4,341.5
Montana	64.9	61.9	622.5
Nebraska	93.9	91.7	1,070.4
Nevada	2,761.6	174.4	5,944.4
New Hampshire	120.7	90.3	1,130.3
New Jersey	1,993.9	386.1	8,360.8

Table 2: 1983 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Entertainment and Recreation	Incidental Purchases	Total
New Mexico	$ 136.6	$ 115.7	$ 1,471.4
New York	710.7	649.6	13,610.9
North Carolina	371.5	351.0	4,435.4
North Dakota	44.0	53.8	641.5
Ohio	370.1	356.2	5,767.9
Oklahoma	256.5	237.2	2,572.5
Oregon	170.4	157.2	2,177.7
Pennsylvania	552.2	516.1	7,398.7
Rhode Island	23.8	24.6	340.1
South Carolina	222.5	222.5	2,579.2
South Dakota	40.8	42.6	468.8
Tennessee	279.3	228.6	2,937.6
Texas	977.2	897.7	13,531.9
Utah	141.0	122.3	1,412.9
Vermont	99.9	79.7	963.1
Virginia	258.6	256.3	3,638.6
Washington	221.7	189.6	2,691.7
West Virginia	99.0	91.5	1,152.5
Wisconsin	428.1	291.4	3,597.4
Wyoming	62.0	48.2	613.1
District of Columbia	48.8	44.1	1,060.1
Total	$17,691.6	$12,472.0	$195,880.8

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 3: 1983 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change

State	1983 travel expenditures ($ billions)	Change from 1982 (percent)	Share of U.S. total (percent)	Rank
Alabama	$1.337	1.3%	.68%	37
Alaska	.810	-1.3	.41	45
Arizona	3.123	12.8	1.59	21
Arkansas	1.656	7.8	.85	31
California	25.943	5.5	13.24	1
Colorado	4.081	1.7	2.08	16
Connecticut	2.158	1.4	1.10	29
Delaware	.476	2.1	.24	49
Florida	16.615	13.8	8.48	2
Georgia	4.779	5.4	2.44	11
Hawaii	2.403	5.1	1.23	26
Idaho	.892	11.5	.46	44
Illinois	5.690	4.5	2.90	9
Indiana	2.369	3.1	1.21	27
Iowa	1.594	.0	.81	32
Kentucky	2.113	3.5	1.08	30
Kansas	1.565	1.8	.80	33
Louisiana	3.166	-2.5	1.62	20
Maine	1.414	14.0	.72	35
Maryland	3.450	11.8	1.76	19
Massachusetts	4.725	8.0	2.41	12
Michigan	5.391	5.1	2.75	10
Minnesota	4.498	13.4	2.30	13
Mississippi	1.102	2.9	.56	40
Missouri	4.342	4.6	2.22	15
Montana	.623	2.3	.32	47
Nebraska	1.070	2.3	.55	41
Nevada	5.944	7.8	3.03	7
New Hampshire	1.130	9.1	.58	39
New Jersey	8.361	17.2	4.27	5

Table 3: 1983 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change

State	1983 travel expenditures ($ billions)	Change from 1982 (percent)	Share of U.S. total (percent)	Rank
New Mexico	$1.471	10.8%	.75%	34
New York	13.611	5.6	6.95	3
North Carolina	4.435	9.6	2.26	14
North Dakota	.642	1.6	.33	46
Ohio	5.768	6.0	2.94	8
Oklahoma	2.573	-3.5	1.31	25
Oregon	2.178	4.8	1.11	28
Pennsylvania	7.399	4.8	3.78	6
Rhode Island	.340	-4.2	.17	51
South Carolina	2.579	4.5	1.32	24
South Dakota	.469	1.5	.24	50
Tennessee	2.938	-7.2	1.50	22
Texas	13.531	-1.3	6.91	4
Utah	1.413	14.7	.72	36
Vermont	.963	3.9	.49	43
Virginia	3.639	8.2	1.86	17
Washington	2.692	5.6	1.37	23
West Virginia	1.153	3.5	.59	38
Wisconsin	3.597	3.5	1.84	18
Wyoming	.613	-12.3	.31	48
District of Columbia	1.060	9.2	.54	42
Total U.S.	$195.884	5.9%	100.00%	

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1983 TRAVEL-GENERATED BUSINESS RECEIPTS

Travel-generated business receipts differ from travel expenditures by excluding federal, state, local and territorial retail sales, occupancy, admission and other taxes collected by establishments directly from customers and paid directly to taxing authorities. These estimates are useful for comparing with business sales and receipts data published by the U. S. Department of Commerce.

In 1983, travel-related businesses in the 50 states and the District of Columbia enjoyed sales of nearly $189 billion from travelers. This is a 5.9 percent increase over the 1982 total.

As indicated in Table 4, the foodservice industry accounted for one-quarter of the total, more than any other industry category. Included in this total are food and beverage services in hotels and motels as well as other retail eating and drinking places. Consequently, the business receipts shown below for the lodging industry will be smaller than most published estimates because they exclude revenue from food and beverage service.

Table 4: Travel-generated Business Receipts in the U.S., 1983

Industry category	Business receipts (billions)	Percent of U.S. total	Percent of expenditures
Public transportation	$ 40.4	21.4%	95.5%
Auto transportation	41.4	21.9	98.3
Lodging	30.4	16.1	96.5
Foodservice	47.4	25.1	94.8
Entertainment and recreation	17.2	9.1	97.2
General retail trade	11.9	6.3	96.3
U.S. total	$188.6	100.0	96.3%
U.S. territories	0.1		
Foreign visitor-generated	12.4		
Grand total	$201.1		

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Readers should note that these 1983 estimates are not comparable to those prior to 1982 for auto transportation and the total. State and federal gasoline excise taxes are included in the 1982 and 1983 business receipt estimates to be more comparable with Commerce Department figures. They were excluded in earlier years.

Overall, travel-generated business receipts comprise 96 percent of travel spending in the U.S. The balance is accounted for by retail sales taxes. Among the categories, the proportions range from 95 percent for foodservice and general retail trade to more than 98 percent for auto transportation.

This indicates foodservice and retail trade are relatively highly taxed at the retail level among travel spending categories, while auto transportation is taxed less at this level. Of course, gasoline excise taxes comprise a significant percentage of auto transportation expenditures but are paid by wholesalers and not directly by the consumer.

The Data Center estimates business receipts resulting from U.S. visitor spending in the U.S. territories totaled $819 million in 1983. Foreign visitor expenditures produced $12,439 million, but these cannot be distributed among the business categories or the states at the present time as U.S.-generated receipts can.

During 1983, all travelers in the U.S. and its territories produced more than $201 billion in sales revenue for American business firms.

Table 5 details how business receipts produced by U.S. travel expenditures are distributed among six industry categories in each of the fifty states and the District of Columbia. Businesses in the average state earned receipts of $3.7 billion in 1983.

The states' ranking generally follows that for travel expenditures. California is first in travel-generated business receipts with $25 billion. Florida is second with over $16 billion. In all, four states enjoyed more than $10 billion in these business receipts, while 42 show more than $1 billion.

At the other end of the scale, Rhode Island, Delaware and South Dakota indicate less than $500 million in travel-generated business receipts.

Table 5: 1983 U.S. Domestic Travel-Generated Business Receipts
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 154.7	$ 307.3	$ 216.8	$ 380.0
Alaska	291.6	151.0	108.7	182.6
Arizona	656.6	638.0	519.0	778.4
Arkansas	82.9	366.8	233.8	598.7
California	7,226.4	5,280.7	3,525.4	5,861.7
Colorado	934.4	544.1	698.4	1,013.2
Connecticut	448.9	1,066.6	109.0	277.6
Delaware	31.2	71.3	116.4	166.4
Florida	2,648.5	2,923.8	4,037.1	4,346.5
Georgia	711.0	1,778.1	590.5	1,017.4
Hawaii	648.1	331.8	665.6	484.1
Idaho	94.2	134.1	147.7	357.4
Illinois	1,584.4	1,554.6	504.6	1,149.2
Indiana	377.7	554.8	276.5	657.9
Iowa	255.4	422.5	182.7	452.7
Kansas	246.2	475.9	158.5	402.4
Kentucky	209.3	803.1	234.6	516.0
Louisiana	535.3	1,052.4	347.9	748.7
Maine	131.2	138.0	434.4	445.4
Maryland	1,220.7	426.3	385.4	881.2
Massachusetts	1,335.5	1,235.7	763.0	822.0
Michigan	1,019.3	1,206.8	979.1	1,234.5
Minnesota	940.2	953.4	714.6	1,065.7
Mississippi	115.3	267.7	126.9	350.8
Missouri	1,007.9	1,068.1	766.2	832.0
Montana	25.4	121.8	131.5	215.9
Nebraska	183.4	253.9	101.8	318.7
Nevada	442.8	744.8	806.9	891.2
New Hampshire	32.5	175.4	377.8	333.6
New Jersey	2,537.0	528.9	1,008.5	1,638.7

Table 5: 1983 U.S. Domestic Travel-Generated Business Receipts
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 226.8	$ 228.2	$ 208.7	$ 513.8
New York	3,003.0	3,274.4	2,291.4	3,156.5
North Carolina	673.5	902.3	774.0	1,267.2
North Dakota	85.9	216.7	53.8	173.1
Ohio	1,492.4	1,565.8	499.5	1,299.7
Oklahoma	530.9	383.4	292.1	807.4
Oregon	326.7	410.6	246.0	663.2
Pennsylvania	1,840.2	1,464.1	973.8	1,805.4
Rhode Island	62.9	99.3	32.7	86.7
South Carolina	202.3	506.0	488.6	876.8
South Dakota	54.6	112.0	74.4	132.7
Tennessee	329.4	690.3	470.3	848.4
Texas	3,023.1	3,083.0	2,026.4	3,128.7
Utah	272.2	176.6	215.6	436.6
Vermont	57.4	88.6	211.2	403.8
Virginia	629.2	779.2	704.6	922.0
Washington	658.1	626.4	236.0	660.2
West Virginia	77.5	302.9	245.6	309.4
Wisconsin	400.0	634.5	676.2	1,078.7
Wyoming	69.8	159.4	102.3	159.9
District of Columbia	303.6	90.2	270.3	258.1
Total	$40,447.5	$41,371.6	$30,362.8	$47,408.9

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 5: 1983 U.S. Domestic Travel Generated Business Receipts
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
Alabama	$ 109.7	$ 115.8	$ 1,284.2
Alaska	29.7	31.6	795.2
Arizona	194.1	209.0	2,995.1
Arkansas	155.1	168.3	1,605.6
California	1,622.2	1,440.5	24,956.8
Colorado	414.9	285.1	3,890.1
Connecticut	90.8	72.9	2,065.8
Delaware	45.1	39.9	470.3
Florida	1,015.8	1,037.0	16,008.6
Georgia	283.4	259.3	4,639.7
Hawaii	89.2	94.8	2,313.7
Idaho	58.4	67.4	859.2
Illinois	375.3	311.5	5,479.6
Indiana	193.6	197.3	2,257.9
Iowa	117.1	117.0	1,547.5
Kansas	121.8	119.3	1,524.1
Kentucky	152.0	138.6	2,053.5
Louisiana	189.9	170.7	3,044.8
Maine	115.7	104.6	1,369.4
Maryland	208.2	201.0	3,322.9
Massachusetts	212.0	194.0	4,562.2
Michigan	458.5	356.5	5,254.6
Minnesota	363.7	279.6	4,317.3
Mississippi	99.5	98.9	1,059.0
Missouri	264.0	245.3	4,183.5
Montana	64.9	61.9	621.5
Nebraska	89.8	87.7	1,035.2
Nevada	2,665.6	164.9	5,716.1
New Hampshire	120.7	90.3	1,130.4
New Jersey	1,881.1	364.2	7,958.3

Table 5: 1983 U.S. Domestic Travel Generated Business Receipts
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
New Mexico	$ 131.1	$ 111.1	$ 1,419.6
New York	662.5	605.6	12,993.4
North Carolina	371.5	337.9	4,326.4
North Dakota	42.3	51.8	623.6
Ohio	370.1	337.5	5,565.0
Oklahoma	246.8	228.3	2,488.9
Oregon	170.4	157.2	1,974.1
Pennsylvania	552.2	486.9	7,122.6
Rhode Island	23.8	23.2	328.5
South Carolina	213.9	213.9	2,501.7
South Dakota	40.8	40.7	455.2
Tennessee	279.3	215.8	33.4
Texas	977.2	856.0	13,094.4
Utah	133.5	115.8	1,350.1
Vermont	96.1	76.6	933.7
Virginia	248.6	246.4	3,530.0
Washington	207.1	177.1	2,564.9
West Virginia	94.3	87.1	1,116.8
Wisconsin	407.7	277.5	3,474.7
Wyoming	59.8	46.5	597.7
District of Columbia	46.1	41.6	1,009.9
Total	$17,176.9	$11,859.4	$188,626.7

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1983 TRAVEL-GENERATED PAYROLL INCOME

Domestic travel spending by U.S. residents directly generated over $44 billion in wage and salary, or payroll, income during 1983. This was an 8.2 percent increase over the previous year and exceeded the increase in total U.S. wage and salary disbursements (5.8 percent). Table 6 shows the distribution of payroll income directly generated by travel spending in the states among broad industry categories.

Payroll generated by travel spending in foodservice facilities accounted for 28 percent of the total, followed by public transportation -- nearly 27 percent. Travel arrangement, comprising travel agents and tour operators, and general retail trade accounted for the smallest proportions of the industry categories shown.

On the other hand, travel arrangement posted the highest growth rate in travel-generated payroll, up almost thirteen percent over 1983. Lodging also showed a double-digit growth rate.

Table 6: Travel-generated Payroll in the U.S., 1983

Industry category	Payroll ($billions)	Percent of U.S. total	Percent change from 1982
Public transportation	$11.8	26.6%	12.1%
Auto transportation	3.3	7.4	3.0
Lodging	7.8	17.6	8.7
Foodservice	12.5	28.2	5.0
Entertainment and recreation	5.5	12.4	9.7
General retail trade	1.7	3.8	4.4
Travel arrangement	1.7	3.8	12.7
U.S. total	$44.4	100.0	8.2%
U.S. territories	0.2		-2.8
Foreign visitor-generated	3.1		11.7
Grand total	$47.7		8.4%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

U.S. travelers in our territories generated nearly $175 million in wage and salary income, according to information supplied to the Data Center. Foreign visitors in the states and territories accounted for $3.066 billion in U.S. payroll, a twelve percent increase from 1982.

Total U.S. wage and salary income directly generated by spending of all travelers in the states and territories reached nearly $48 billion in 1983, an increase of eight percent from the previous year. This exceeds the growth rate for total U.S. wage and salary disbursements in 1983.

A dollar of travel spending generates different amounts of payroll income in different sectors of the travel industry depending on labor content of the service and the wage structure. For example, public transportation accounts for less than 22 percent of travel spending but nearly 27 percent of travel-generated payroll. This reflects the relatively high wage structure in public transportation and the importance of labor in producing this service.

Auto transportation, on the other hand, requires little labor per dollar of receipts, and gasoline service station employees receive relatively low wages. Consequently, auto transportation comprises more than one-fifth of U.S. travel spending but less than one-twelfth of travel-generated payroll.

On the average, one dollar in travel spending directly generated 22.7 cents in wage and salary income during 1983. The ratio of payroll to employment for all travel-generated jobs in the U.S. was $9,960 per job, an increase of 6.0 percent over 1982. The average ranged from $24,430 in public transportation to $6,231 per job in foodservice. These figures reflect both the average hourly wage in each sector and the number of hours worked per job per year. Foodservice and lodging employment have relative low payroll per job averages primarily due to the seasonal nature of the business and part-time nature of many of the jobs.

Table 7 displays payroll income generated by U.S. travelers in each of the 50 states and the District of Columbia during 1983. Payroll income generated by total U.S. and foreign visitors appears in Table 13.

The average state benefitted from $869 million in U.S. travel-generated labor income, up eight percent from 1982. California led with more than $6.1 billion of this income, followed by Florida with $3.7 billion. Eleven states in all show more than one billion dollars of this wage and salary income.

South Dakota and Rhode Island indicate less than $100 million in travel-generated payroll for 1983, the lowest levels among all states.

Table 7: 1983 U.S. Travel-Generated Payroll ($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 44.5	$ 19.2	$ 54.7	$ 94.3
Alaska	86.8	17.9	28.3	53.2
Arizona	193.6	40.7	124.4	204.0
Arkansas	21.1	23.5	53.1	150.2
California	2,134.3	420.3	895.8	1,639.4
Colorado	264.4	39.0	193.2	281.8
Connecticut	156.9	114.7	34.8	75.8
Delaware	30.4	4.0	30.5	40.9
Florida	719.6	207.6	1,011.4	1,116.5
Georgia	200.7	169.4	171.4	258.4
Hawaii	195.0	40.1	209.5	141.2
Idaho	25.7	8.7	43.1	90.3
Illinois	497.0	153.4	152.2	298.7
Indiana	132.4	37.2	76.4	170.5
Iowa	68.0	30.8	48.9	111.0
Kansas	69.6	37.9	43.2	103.6
Kentucky	61.4	56.0	61.6	130.6
Louisiana	154.9	84.0	106.5	195.5
Maine	38.5	8.7	97.1	111.1
Maryland	374.3	30.9	106.7	225.7
Massachusetts	405.3	127.5	191.9	219.0
Michigan	296.8	78.5	198.8	313.7
Minnesota	269.0	70.6	167.8	296.6
Mississippi	28.9	16.5	37.2	88.2
Missouri	290.3	84.4	185.4	220.3
Montana	7.9	7.7	29.8	52.0
Nebraska	50.0	17.0	28.8	79.5
Nevada	130.9	59.6	275.5	244.1
New Hampshire	4.3	9.8	76.3	83.1
New Jersey	772.8	39.9	268.4	424.7

Table 7: 1983 U.S. Travel-Generated Payroll ($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 65.8	$ 14.8	$ 52.6	$ 130.2
New York	913.9	272.0	594.9	900.2
North Carolina	181.1	65.6	165.5	325.5
North Dakota	22.7	18.0	14.0	44.1
Ohio	394.5	127.0	147.8	334.7
Oklahoma	155.0	24.2	73.1	210.1
Oregon	90.4	27.3	54.1	169.7
Pennsylvania	578.6	116.7	258.7	451.3
Rhode Island	24.9	6.0	11.6	23.1
South Carolina	51.8	31.4	123.5	213.0
South Dakota	15.3	7.1	16.4	33.8
Tennessee	83.7	43.7	124.8	215.2
Texas	834.9	268.4	508.8	857.8
Utah	82.6	10.3	50.0	115.0
Vermont	13.8	5.4	51.7	102.7
Virginia	158.4	63.0	171.8	246.2
Washington	176.4	47.2	65.9	184.8
West Virginia	19.9	19.3	64.1	78.1
Wisconsin	105.9	39.7	139.5	274.8
Wyoming	17.6	10.6	25.5	41.9
District of Columbia	131.9	7.5	100.2	81.9
Total	$11,844.4	$3,280.7	$7,817.2	$12,558.0

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 7: 1983 U.S. Travel-Generated Payroll ($ Millions)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	$ 32.2	$ 17.2	$ 6.6	$ 268.7
Alaska	7.8	4.5	14.5	213.0
Arizona	61.6	29.7	21.1	675.1
Arkansas	42.5	21.7	3.5	315.6
California	527.2	212.5	294.2	6,123.7
Colorado	123.2	40.9	29.1	971.6
Connecticut	24.1	10.4	35.5	452.2
Delaware	11.9	5.0	2.7	125.4
Florida	348.6	153.9	98.0	3,655.6
Georgia	94.1	39.3	25.4	958.7
Hawaii	30.9	12.7	39.1	668.5
Idaho	16.2	9.1	3.9	197.0
Illinois	109.0	48.0	100.9	1,359.2
Indiana	59.8	27.6	13.5	517.4
Iowa	31.9	16.4	7.8	314.8
Kansas	33.2	16.4	14.6	318.5
Kentucky	41.9	19.3	5.9	376.7
Louisiana	61.5	26.0	12.7	641.1
Maine	33.6	12.5	2.6	304.1
Maryland	68.6	29.2	24.2	859.6
Massachusetts	63.7	27.1	79.2	1,113.7
Michigan	131.0	53.2	41.8	1,113.8
Minnesota	121.5	41.4	31.6	998.5
Mississippi	23.6	13.8	3.5	211.7
Missouri	92.1	37.7	32.9	943.1
Montana	18.3	8.0	3.4	127.1
Nebraska	25.5	11.8	6.7	219.3
Nevada	938.8	23.2	10.3	1,682.4
New Hampshire	34.1	10.7	5.0	223.3
New Jersey	628.0	51.9	66.6	2,252.3

Table 7: 1983 U.S. Travel-Generated Payroll ($ Millions)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	$ 36.3	$ 14.8	$ 4.9	$ 319.4
New York	224.6	96.5	211.1	3,213.2
North Carolina	107.7	49.1	13.8	908.3
North Dakota	10.7	6.8	2.0	118.3
Ohio	112.3	51.7	35.6	1,203.6
Oklahoma	68.4	30.3	11.5	572.6
Oregon	53.3	20.2	14.9	429.9
Pennsylvania	167.1	71.7	63.9	1,708.0
Rhode Island	7.4	3.2	6.2	82.4
South Carolina	60.6	31.7	5.8	517.8
South Dakota	10.2	5.3	2.4	90.5
Tennessee	79.3	32.6	13.7	593.0
Texas	294.4	125.2	108.0	2,997.5
Utah	47.3	16.1	9.1	330.4
Vermont	32.5	9.4	2.6	218.1
Virginia	78.9	35.2	26.9	780.4
Washington	65.2	27.2	49.6	616.3
West Virginia	24.3	11.9	1.7	219.3
Wisconsin	127.1	41.4	25.0	753.4
Wyoming	17.9	6.2	2.1	121.8
District of Columbia	12.4	6.8	16.2	356.9
Total	$5,474.3	$1,724.4	$1,663.8	$44,352.8

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1983 TRAVEL-GENERATED EMPLOYMENT

U.S. travel expenditures on domestic trips directly generated nearly 4.4 million jobs during 1983, a 1.9 percent increase from 1982. This contrasts with a 0.3 percent decline last year, and returns travel-generated employment to the upward trend it enjoyed for the four previous years. Table 8 displays the distribution of these jobs among major travel industry categories.

Foodservice accounted for nearly one-half of all travel-generated jobs in 1983. As discussed in earlier sections, a portion of this employment occurs in hotels and other lodging places rather than individual eating and drinking places and is often included in measures of total lodging employment.

Lodging while traveling away from home provided over three-quarters of a million jobs, the second largest of any category listed. Lodging accounts for more travel-generated emloyment than all transportation components combined.

Employment in travel arrangement, including travel agencies and tour operations, increased ten percent to lead all components

Table 8: Travel-generated Employment in the U.S., 1983.

Industry category	Employment (thousands)	Percent of U.S. total	Percent change from 1982
Public transportation	483	10.9%	7.3%
Auto transportation	266	6.0	-1.1
Lodging	846	19.0	3.4
Foodservice	2,012	45.2	0.3
Entertainment and recreation	533	12.0	3.1
General retail trade	184	4.1	-0.5
Travel arrangement	121	2.7	10.0
U.S. total	4,445	100.0	2.1%
U.S. territories	30		0.0
Foreign visitor-generated	313		7.2
Grand total	4,788		2.4%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

in growth. Public transportation showed the next largest rate of increase. Unfortunately, travel-generated employment declined in auto transportation and general retail trade.

The spending of U.S. travelers in U.S. territories produced 30 thousand jobs, unchanged from 1982. Foreign visitors to the U.S. accounted for 313 thousand U.S. jobs, an increase of more than seven percent from 1982 estimates.

In all, travel expenditures in the U.S. generated nearly 4.8 million full- and part-time jobs for American residents during 1983, 5.3 percent of total nonagricultural employment in the nation. The increase of more than two percent from 1982 is over five times the overall U.S. employment percentage increase.

The ratio of travel expenditures to the jobs directly generated by them indicates the average amount of this spending required to directly support one job in the travel industry. The ratio for 1983 is $44,019, up less than four percent from the previous year. This magnitude changes each year in response to changes in wage rates, the full-time/part-time/seasonal employment mix in the industry, and the distribution of travel spending among the industry components.

Table 9 offers perspectives on the importance of travel-generated employment in each of the states and the District of Columbia. Foreign visitor employment by state is included in the totals in Table 13.

U.S. resident domestic travel spending accounted for 4.9 percent of total nonagricultural payroll employment in this country during 1983. Nevada is most dependent on travel and tourism for its jobs, where nearly one job in three is directly attributable to U.S. travel spending. Vermont, Hawaii and Maine are also heavily dependent on this source of employment, with these states showing double-digit shares of total employment attributable to travel.

At the other end of the spectrum, Alabama, Connecticut, Illinois and Rhode Island have less than three percent of their total payroll employment attributable to U.S. travel spending in 1983.

The importance of travel-generated employment in the states' economies is also highlighted in the column showing the rank of this employment as a single industry among all industries in each state in 1983. Total U.S. travel-generated employment is compared to each two-digit industry as defined under the Standard Industrial Classification (SIC) system. Agriculture is treated as a single such industry, but government is excluded due to lack of comparable data. For further discussion of this method, see

Frechtling (1977) as listed in Appendix D.

U.S. travel away from home in 1983 directly generated more jobs than any other private industry in 12 states and is among the top three employers in 41 states. As Table 9 shows, in no state does travel place lower than twelfth among the 69 private major industry groups for which consistent employment data are available.

For the U.S. overall, employment directly generated by U.S. travel ranked second only to the health services industry. Appendix C contains a listing of the industry groups that exceeded travel in producing jobs during 1983, by state.

Table 10 shows employment in each of the fifty states and the District of Columbia directly attributable to U.S. travel spending in 1983. California, with more than one-half million travel-generated jobs, leads all states with nearly 12 percent of the total. Florida follows with nearly nine percent. In all, 13 states enjoyed more than one hundred thousand travel-generated jobs in 1983, while the average was somewhat more than 87 thousand jobs.

At the other end of the scale, Rhode Island appears to have the fewest jobs attributable to travel spending during 1983, with less than 10,000 jobs. Seven states in all have fewer than twenty thousand such jobs in 1983.

Nineteen eighty-three was a year of recovery for the U.S. economy after an eighteen-month recession notable for its high unemployment rates. Moreover, wage rates continued to rise, holding down the number of jobs supported by a given amount of travel spending. As a result, national travel-generated employment grew only two percent from its 1982 level.

Employment directly attributable to travel spending increased in 31 states during 1983. For comparison, total non-agricultural payroll employment also increased in 31 states, and increased nationally at a rate only one-fifth that of travel.

Arizona, Florida, Idaho and Maine all showed double-digit increases in travel-generated employment. Florida experienced the largest absolute increase in travel-generated employment: up almost forty thousand jobs.

Tennessee suffered a drop of nearly fifteen percent in travel-generated employment, the largest relative decline, of any state. This resulted from 1982 levels abnormally boosted in large part by the Knoxville World's Fair. Idaho, Louisiana, Oklahoma, Rhode Island, and Ten-

nessee showed declines of five percent or more. Texas showed the largest drop in absolute number of jobs: thirteen thousand.

Table 9: Travel-Generated Employment, Share Of Total Employment And Rank Among Private Industries, By State, 1983

State	Travel-generated employment (thousands)	Share of total payroll employment (percent)	Travel-generated employment rank
Alabama	34.2	2.6%	6
Alaska	12.8	6.0	1
Arizona	73.7	6.9	1
Arkansas	46.5	6.3	2
California	518.9	5.2	3
Colorado	99.9	7.6	1
Connecticut	37.5	2.6	11
Delaware	16.1	6.1	2
Florida	378.3	9.7	1
Georgia	99.3	4.4	3
Hawaii	57.1	14.2	1
Idaho	30.7	9.7	1
Illinois	123.3	2.7	7
Indiana	65.6	3.3	6
Iowa	46.4	4.6	3
Kansas	40.9	4.5	2
Kentucky	45.2	3.9	2
Louisiana	67.6	4.3	3
Maine	42.1	10.0	1
Maryland	78.6	4.6	3
Massachusetts	94.2	3.5	5
Michigan	119.3	3.7	4
Minnesota	113.3	6.6	2
Mississippi	29.1	3.7	4
Missouri	94.0	4.9	2
Montana	19.2	7.1	2
Nebraska	32.9	5.4	2
Nevada	129.3	31.9	1
New Hampshire	30.3	7.4	1
New Jersey	186.1	5.9	2

Table 9: Travel-Generated Employment, Share Of Total Employment And Rank Among Private Industries, By State, 1983

State	Travel-generated employment (thousands)	Share of total payroll employment (percent)	Travel-generated employment rank
New Mexico	41.0	8.6%	1
New York	258.4	3.5	3
North Carolina	110.9	4.6	2
North Dakota	17.0	6.8	2
Ohio	129.8	3.2	8
Oklahoma	62.7	5.4	3
Oregon	55.2	5.7	3
Pennsylvania	179.4	4.0	2
Rhode Island	8.9	2.3	12
South Carolina	69.8	5.9	2
South Dakota	14.1	6.0	2
Tennessee	70.7	4.1	2
Texas	271.0	4.4	3
Utah	41.0	7.2	1
Vermont	31.9	15.6	1
Virginia	85.0	3.9	3
Washington	60.0	3.8	4
West Virginia	28.9	5.0	3
Wisconsin	104.6	5.7	2
Wyoming	16.8	8.3	1
District of Col.	25.6	4.3	3
Total U.S.	4,445.1	4.9%	2

Note: details may not add to totals due to rounding
Source: U.S. Travel Data Center

Table 10: 1983 U.S. Travel-Generated Employment (Thousands)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	2.3	1.9	7.6	15.9
Alaska	3.5	1.1	2.2	4.4
Arizona	8.2	3.7	14.1	35.6
Arkansas	1.3	2.6	7.3	27.1
California	76.1	28.0	86.5	244.7
Colorado	9.3	3.2	22.8	46.7
Connecticut	7.4	8.5	3.9	11.5
Delaware	1.5	0.4	4.4	7.6
Florida	29.8	17.8	110.3	165.8
Georgia	7.4	13.7	19.1	43.1
Hawaii	8.4	3.8	17.1	20.0
Idaho	1.7	0.9	6.1	17.8
Illinois	18.6	11.0	15.4	52.9
Indiana	7.0	3.5	11.0	31.7
Iowa	3.9	3.0	7.5	23.2
Kansas	3.8	3.3	6.7	19.2
Kentucky	3.0	5.1	8.3	20.8
Louisiana	6.9	7.0	12.1	31.6
Maine	2.0	0.9	15.0	18.2
Maryland	19.0	2.6	11.6	33.1
Massachusetts	15.2	9.9	20.5	33.9
Michigan	12.4	6.9	21.9	55.1
Minnesota	9.4	5.9	19.6	56.3
Mississippi	1.3	1.7	5.2	15.6
Missouri	10.5	7.2	21.8	38.6
Montana	0.4	0.8	4.4	9.6
Nebraska	2.6	1.7	5.1	17.0
Nevada	5.5	5.0	20.5	33.8
New Hampshire	0.3	1.1	7.8	15.1
New Jersey	34.4	3.3	21.8	61.2

Table 10: 1983 U.S. Travel-Generated Employment (Thousands)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	3.6	1.5	7.2	21.9
New York	33.2	18.9	47.8	119.5
North Carolina	8.1	5.6	19.7	57.4
North Dakota	1.2	1.6	2.3	8.8
Ohio	24.8	11.6	31.3	79.1
Oklahoma	18.7	10.0	20.2	59.3
Oregon	5.9	2.2	9.0	34.3
Pennsylvania	6.7	2.5	7.7	28.6
Rhode Island	1.3	0.6	1.3	3.9
South Carolina	3.0	3.2	15.3	36.6
South Dakota	0.8	0.7	2.8	7.2
Tennessee	3.9	4.1	13.4	36.2
Texas	30.3	19.0	53.6	119.3
Utah	3.2	1.0	6.3	21.5
Vermont	0.9	0.6	6.5	17.9
Virginia	5.8	5.5	19.3	39.5
Washington	6.2	4.1	7.6	29.5
West Virginia	1.4	1.9	7.8	13.2
Wisconsin	5.2	4.1	17.6	53.6
Wyoming	1.1	1.0	3.6	7.6
District of Columbia	4.9	0.7	7.7	9.8
Total	483.3	265.9	845.6	2,011.8

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 10: 1983 U.S. Travel-Generated Employment (Thousands)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	4.1	1.9	0.5	34.2
Alaska	0.7	0.3	0.6	12.8
Arizona	7.1	3.2	1.8	73.7
Arkansas	5.5	2.4	0.3	46.5
California	41.6	21.1	20.9	518.9
Colorado	11.1	4.5	2.3	99.9
Connecticut	2.3	1.2	2.7	37.5
Delaware	1.4	0.6	0.2	16.1
Florida	31.0	16.1	7.5	378.3
Georgia	9.9	4.3	1.8	99.3
Hawaii	3.4	1.2	3.2	57.1
Idaho	2.9	1.0	0.3	30.7
Illinois	13.3	5.1	7.0	123.3
Indiana	8.0	3.3	1.1	65.6
Iowa	5.9	2.2	0.7	46.4
Kansas	4.9	1.9	1.1	40.9
Kentucky	5.1	2.4	0.5	45.2
Louisiana	6.3	2.8	0.9	67.6
Maine	4.4	1.4	0.2	42.1
Maryland	7.2	3.3	1.8	78.6
Massachusetts	6.2	3.1	5.4	94.2
Michigan	14.4	5.4	3.2	119.3
Minnesota	15.3	4.5	2.3	113.3
Mississippi	3.4	1.6	0.3	29.1
Missouri	9.7	3.9	2.3	94.0
Montana	2.8	0.9	0.3	19.2
Nebraska	4.5	1.5	0.5	32.9
Nevada	61.4	2.2	0.9	129.3
New Hampshire	4.4	1.2	0.4	30.3
New Jersey	54.5	5.9	5.0	186.1

Table 10: 1983 U.S. Travel-Generated Employment (Thousands)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	4.6	1.7	0.5	41.0
New York	16.1	9.4	13.5	258.4
North Carolina	13.4	5.7	1.0	110.9
North Dakota	2.0	0.9	0.2	17.0
Ohio	12.8	5.9	2.9	129.8
Oklahoma	7.1	3.3	0.9	62.7
Oregon	6.5	1.9	1.3	55.2
Pennsylvania	19.4	8.0	5.2	179.4
Rhode Island	0.9	0.4	0.5	8.9
South Carolina	7.5	3.8	0.4	69.8
South Dakota	1.7	0.7	0.2	14.1
Tennessee	8.5	3.6	1.0	70.7
Texas	30.1	11.5	7.1	271.0
Utah	6.4	1.8	0.8	41.0
Vermont	4.7	1.1	0.2	31.9
Virginia	8.8	4.2	1.9	85.0
Washington	6.5	2.5	3.6	60.0
West Virginia	3.0	1.4	0.2	28.9
Wisconsin	17.2	4.9	2.0	104.6
Wyoming	2.6	0.7	0.2	16.8
District of Columbia	0.9	0.6	1.0	25.6
Total	533.4	184.4	120.6	4,445.1

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1983 TRAVEL-GENERATED TAX RECEIPTS

Travel expenditures and the business and personal income they generate produce tax revenue for federal, state and local governments. U.S. travelers directly generated more than $22 billion in tax revenue during 1983, a twelve-percent increase over 1982.

Table 11 shows the distribution of 1983 travel-generated tax revenue among levels of government. The federal government accounted for more than half of the tax revenue earned from travel spending during 1983. State governments received one-third, while local governments garnered eleven percent.

Table 11: Travel-generated Tax Receipts in the U.S., 1983

Level of government	Tax receipts (billions)	Percent of U.S. total	Percent change from 1982
Federal	$ 12.4	55.5%	13.1%
State	7.5	33.6	10.8
Local	2.4	10.9	11.5
U.S. total	$ 22.3	100.0%	12.2%
U.S. territories	0.1		13.9
Foreign visitor-generated	1.6		23.1
Grand total	$ 24.0		12.1%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

It is interesting to compare this distribution with that for all tax revenue in the U.S. In fiscal 1983, the federal government accounted for 57.4 percent of all taxes collected in the U.S., more than its share of travel-generated taxes. Similarly, local governments collected 18.5 percent of all taxes for the year, more than their share of taxes from travel.

States, on the other hand, accounted for less than one-quarter of all tax collections, compared to their one-third share of travel-generated taxes. This indicates that state

governments are considerably more aggressive in taxing travel-related activities than the federal government or local governments.

The 12.2 percent increase in travel-generated tax revenue for all governments in 1983 was considerably faster than the growth in total tax revenue. The large increases in tax revenue are mainly due to changes in tax rates on federal, state and local levels. Federal taxation of airlines and gasoline increased significantly; consequently, travel-generated taxes on the Federal level were 10 percent higher than the national percentage increase from the previous year. State tax revenue increased eight percent nationally, three percent slower than travel-generated tax revenue.

Local government total tax revenue grew seven percent in 1983, far below the 11.5 percent growth in travel-generated local tax revenue.

During 1983, each dollar of travel spending in the U.S. generated 5.9 cents in federal tax revenue, 3.6 cents in state tax revenue, and 1.2 cents in local taxes, for a total of 10.7 cents.

Overall, 1983 travel-generated tax receipts accounted for 2.0 percent of all tax revenue in America. The federal government received 1.6 percent of its tax collections from travel. State governments earned 2.6 percent and local governments, 1.1 percent, of all tax receipts from travel activity. This suggests states are considerably more dependent on travel and tourism for their tax revenue than other levels of government.

Based upon information supplied by territorial governments, the Data Center estimates that U.S. visitors to the territories generated $90 million in tax revenue. Foreign visitors produced over $1.6 billion in tax revenue during 1983. The Data Center estimates that federal tax revenue generated by foreign visitor spending in the U.S. totaled $702 million for the year.

All told, U.S. and foreign travelers in the fifty states, the District of Columbia and the U.S. territories generated $24.0 billion in tax revenue for U.S. governments, 2.0 percent of all tax collections in 1983. These state and local tax receipts are the product of the tax structures prevailing in the individual states and travel spending patterns in those states.

Table 12 shows estimates of tax receipts generated by U.S. travelers in each of the states and the District of Columbia, by level of government, in 1983. Tax revenue attributable to foreign visitor spending in the U.S. by state is included in Table 13.

California led all other states with a total of $3.0 billion in travel-related tax collections. New York was second, while

Florida was in third place. Alaska and Rhode Island showed the least amount of tax revenue attributable to travel in 1983, with only $44 million.

Table 12: 1983 U.S. Travel Generated Tax Revenue ($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
Alabama	$ 62	$ 55	$ 16	$ 133
Alaska	23	13	8	44
Arizona	157	139	36	332
Arkansas	63	72	9	144
California	1,653	947	426	3,026
Colorado	322	133	99	554
Connecticut	168	119	19	306
Delaware	44	14	2	60
Florida	832	646	103	1,581
Georgia	242	191	47	480
Hawaii	143	95	15	253
Idaho	44	43	5	92
Illinois	436	240	67	743
Indiana	145	101	41	287
Iowa	71	72	14	157
Kansas	77	62	14	153
Kentucky	93	120	6	219
Louisiana	171	101	55	327
Maine	56	56	12	124
Maryland	284	128	32	444
Massachusetts	320	189	44	553
Michigan	354	218	57	629
Minnesota	326	245	35	606
Mississippi	40	67	4	111
Missouri	324	135	54	513
Montana	26	14	7	47
Nebraska	61	48	13	122
Nevada	360	151	124	635
New Hampshire	47	17	11	75
New Jersey	600	349	100	1,049

Table 12: 1983 U.S. Travel Generated Tax Revenue ($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
New Mexico	$ 67	$ 56	$ 9	$ 132
New York	1,084	576	408	2,068
North Carolina	205	141	48	394
North Dakota	27	28	3	58
Ohio	383	228	61	672
Oklahoma	158	57	40	255
Oregon	101	37	20	158
Pennsylvania	479	316	61	856
Rhode Island	22	18	4	44
South Carolina	102	121	12	235
South Dakota	19	18	5	42
Tennessee	143	110	35	288
Texas	856	325	151	1,332
Utah	504	61	20	585
Vermont	44	40	10	94
Virginia	165	132	43	340
Washington	156	130	19	305
West Virginia	40	63	4	107
Wisconsin	174	181	3	358
Wyoming	26	18	12	56
District of Columbia	107	61	0	168
Total	$ 12,406	$ 7,497	$ 2,433	$ 22,336

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center.

1983 U.S. AND FOREIGN VISITOR EXPENDITURE IMPACT BY STATE

The U.S. Travel and Tourism Administration (USTTA) retained the U.S. Travel Data Center to develop the first objective estimates of foreign visitor expenditures in each of the states, and their impact on employment, payroll income, and tax revenue. Estimates for 1983 weree prepared from economic models based on the USTTA's Survey of International Air Travelers, surveys conducted by Statistics Canada, and data developed by the Office of Economic Analysis, U.S. Department of Commerce.

These estimates are detailed in the Data Center report, Impact of Foreign Visitors on State Economies, 1983, released in May, 1985. Table 13 combines these with the impact of U.S. travelers to provide estimates of the total travel contribution to the economies of each state.

More than two-thirds of all foreign visitor expenditures here occurred in five states in 1983: California, Florida, Hawaii, New York, and Texas. On the average, foreign visitor spending accounted for eleven percent of the combined total for these states.

Hawaii benefitted proportionately more than any other state from foreign visitors, as their spending accounted for one-third of the total travel expenditures in the state during 1983. The District of Columbia showed the next greatest foreign-visitor share of the total, followed by Florida

It is not clear as this report goes to press whether there will be any funding available for producing estimates of foreign visitor spending by state for years subsequent to 1983.

Table 13: 1983 U.S. Domestic And Foreign Visitor Economic Impact

State	Expenditures ($ billions)	Payroll ($ millions)	Employment (thousands)	Tax Revenue ($ millions)
Alabama	$1.399	$283.3	35.9	$139.6
Alaska	.834	219.1	13.2	45.5
Arizona	3.476	744.8	82.5	371.7
Arkansas	1.667	318.6	46.8	145.0
California	28.574	6,737.9	579.5	3,365.9
Colorado	4.163	991.5	101.9	566.4
Connecticut	2.208	463.5	38.9	313.9
Delaware	.482	126.3	16.3	60.6
Florida	19.268	4,252.3	441.5	1,862.1
Georgia	4.903	989.3	102.4	493.3
Hawaii	3.576	974.3	85.9	379.5
Idaho	.907	200.6	31.2	93.7
Illinois	5.921	1,416.3	129.5	768.8
Indiana	2.409	526.6	66.9	292.7
Iowa	1.609	318.4	46.9	158.6
Kansas	1.576	321.3	41.1	154.0
Kentucky	2.140	382.9	45.9	222.2
Louisiana	3.309	675.3	71.1	343.5
Maine	1.523	326.4	45.2	135.4
Maryland	3.504	872.2	80.0	451.7
Massachusetts	4.995	1,177.8	101.4	589.4
Michigan	5.545	1,150.2	123.6	650.1
Minnesota	4.584	1,020.2	116.0	619.7
Mississippi	1.109	213.6	29.3	111.6
Missouri	4.399	956.7	95.5	521.0
Montana	.673	137.6	20.7	50.5
Nebraska	1.078	220.8	33.1	122.9
Nevada	6.254	1,764.0	136.0	671.6
New Hampshire	1.154	228.3	30.9	76.7
New Jersey	8.569	2,303.5	191.0	1,078.2

Table 13: 1983 U.S. Domestic And Foreign Visitor Economic Impact

State	Expenditures ($ billions)	Payroll ($ millions)	Employment (thousands)	Tax Revenue ($ millions)
New Mexico	$1.549	$333.2	42.7	$138.6
New York	15.167	3,612.6	293.7	2,355.6
North Carolina	4.486	920.0	112.4	399.1
North Dakota	.682	126.4	18.3	61.7
Ohio	5.884	1,231.6	133.2	688.1
Oklahoma	2.607	580.1	63.4	258.6
Oregon	2.247	445.1	56.9	163.6
Pennsylvania	7.545	1,742.8	183.5	876.0
Rhode Island	.356	85.8	9.2	46.1
South Carolina	2.644	531.9	71.5	241.2
South Dakota	.478	92.7	14.4	42.7
Tennessee	2.997	606.8	72.2	294.7
Texas	14.644	3,214.3	293.4	1,450.2
Utah	1.456	340.4	42.3	170.7
Vermont	1.020	230.4	33.7	100.0
Virginia	3.732	801.2	87.4	349.4
Washington	2.909	666.2	65.6	331.4
West Virginia	1.159	220.3	29.0	107.5
Wisconsin	3.640	762.6	106.0	362.8
Wyoming	.626	124.9	17.1	57.2
District of Col.	1.351	437.2	31.7	223.4
Total U.S.	$208.984	$47,420.1	4,757.7	$23,564.4

Note: details may not add to totals due to rounding
Source: U.S. Travel Data Center

APPENDICES

TRAVEL ECONOMIC IMPACT MODEL

Introduction

The Travel Economic Impact Model (TEIM) was developed by the U.S. Travel Data Center to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model built upon estimates of 16 travel expenditure categories, their impact on 16 types of travel-related businesses at the retail level, and the business receipts, employment, personal income, and tax receipts that result.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. While the benchmark model estimates are primarily based on data gathered by the U.S. Bureau of the Census in 1977, it has been updated to provide estimates for succeeding years.

The TEIM has been used to develop estimates of 1977 and subsequent year travel expenditures and the effect of these expenditures on employment, payroll and tax revenue in each of the 50 states and the District of Columbia. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level. The county-level estimates discussed in this report are derived from this component.

The estimates of economic impact contained herein were develped through a FLARES computer program designed by the staff of the U.S. Travel Data Center and the Computer Sciences Corporation of Rosslyn, Virginia.

Definition of Terms

There is no commonly-accepted definition of travel in use at this time. However, the industry appears to be converging on the concept that travel involves all activity related to trips to places outside the traveler's home area, or more specifically, places 50 miles or more away from home, except for commuting to and from work.[1] However, the principal data sources for measuring travel activity levels, the U.S. Census Bureau's 1972 and 1977 National Travel Surveys and economic censuses, used different definitions. Since these are the only comprehensive, large-sample survey sources of the travel activity in the U.S., the definitions of travel in these surveys are adopted for the purposes of this report.

For the purposes of the estimates herein, "travel" is defined as activities associated with all overnight trips away from, and day trips to places 100 miles or more away from the traveler's origin. This definition is largely coterminous with the 50 mile definition, but each definition excludes activity included by the other. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes trips to places 50 to 100 miles away from home. The 50 miles definition excludes overnight trips to places less than 50 miles away from home, but includes day trips of one-way distances 50 to 100 miles. Given these differences, it appears a priori that the total volume of expenditures associated with each definition is quite similar.

The word "tourism" is avoided in this report beause of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition which limits tourism to personal or pleasure travel.

The "travel industry," as used herein, refers to the collection of 16 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Appendix B: Glossary of Terms). These business types are defined by the Office of Management and Budget in its system of Standard Industrial Classifications (SIC).[2] In each case, the relevant SIC code is included.

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[1] See National Tourism Resources Review Commission, Destination U.S.A., Volume 2: Domestic Tourism, U.S. Government Printing Office, Washington, D.C., 1973, pp.4-5; Frechtling, Douglas C., "Proposed Standard Definitions and Classifications for Travel Research," Marketing Travel and Tourism, Seventh Annual Conference Proceedings, The Travel Research Association, Salt Lake City, 1976, pp. 59-73.

[2] Office of Management and Budget, U.S. Executive Office of the President, Standard Industrial Classification Manual, 1972, U.S. Government Printing Office, Washington, D.C., 1973, 649 pp.

A "travel expenditure" is assumed to take place whenever a traveler exchanges money for an activity considered part of his trip. Total travel expenditures are broken down into 16 separate categories representing traveler purchases of goods and services at the retail level. Travel expenditures are allocated among states and counties by simulating where the exchange of money for goods or services actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his destination, and some enroute.

"Economic impact" is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. "Payroll" includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the 1977 Census of Service Industries.[3]

"Employment" represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment.[4] "Tax revenues" include corporate income, individual income, sales and gross receipts, and excise taxes by level of government.[5] "Business receipts" reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

A more complete set of definitions appears in Appendix B: Glossary of Terms.

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[3]U.S. Bureau of the Census, Census of Service Industries, 1977, Area Series, United States, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[4]U.S. Department of Labor, Handbook of Labor Statistics, 1975, U.S. Government Printing Office, Washington, D.C., 1975, pp. 4-6.

[5]Advisory Commission on Intergovernmental Relations, State-local Finances: Significant Features and Suggested Legislation, 1972, U.S. Government Printing Office, Washington, D.C., 1972, passim, and later editions.

Description of the Model[6]

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights away from home spent by type of accommodation) are available from the 1977 National Travel Survey.[7] Through the TEIM's National Travel Expenditure Component (NTEC), the activity levels for trips to places within the United States are combined with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 16 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in commercial lodging in Maryland is multiplied by the average cost per night per travel party of staying in a commercial lodging facility in Maryland to obtain the estimate of traveler expenditures for hotel, motel and tourist court accommodations.

The expenditure data resulting from the NTEC cover only those trips to places 100 miles or more away from home, the basic trip definition used in the 1977 National Travel Survey (NTS). Consequently, these results understate U.S. travel expenditures on all overnight trips and day-trips of 100 miles for two reasons. First, only 100-mile trips are included in the 1977 NTS and the expenditure estimates based upon it. Second the 1977 NTS may have underestimated travel activity, with resulting expenditure estimates based upon it underestimated as well.

In order to correct for these potential sources of underestimation, the results of the NTEC for each state are calibrated using estimates provided by the U.S. Censusu Bureau's 1977 Census of Service Industries (CSI).[8] The NTEC estimates of traveler spending for commercial accommodations are compared to the CSI estimates of hotel/motel receipts from room rentals, and the state travel expenditure extimates for each category are adjusted by the ratio of the CSI estimates of hotel/motel room rental receipts in a state to the NTEC estimates of travel spending on commercial accommodations in the state. The results are adjusted travel expenditures in each of the 16 categories for each state which represent expenditures on overnight trips away from home, and day trips to places 100 miles or more away from home.

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[6]For a detailed description of the TEIM, including equations and data sources, see Frechtling, Douglas C.,et. al., Travel Economic Impact Model, Volume I: Final Economic Analysis Methodology, U.S. Travel Data Center, Washington, D.C., 1975, 108 pp.

[7]U.S. Bureau of the Census, 1977 Census of Transportation, National Travel Survey, U.S. Government Printing Office, Washington, D.C., 1979, 362 pp.

[8]U.S. Bureau of the Census, 1977 Census of Service Industries, Geographic Area Series, U.S. Government Printing Office, Washington, D.C., 1979.

The Economic Impact Component of the TEIM estimatees travel-generated business receipts, employment, and payroll. Basically, the 16 types of travel expenditures are associated with 16 different types of travel-related businesses. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel-generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in Maryland commercial lodging establishments is multiplied by traveler-generated business receipts of these establishments to obtain traveler-generated employment in commercial lodging. A similar process is used for the payroll estimates.

The Fiscal Impact Component of the TEIM is used to estimate traveler-generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state is then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Maryland State personal income tax collections to payroll in the state is applied to total travel-generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Maryland.

The 1977 benchmark estimates of travel expenditures, and travel-generated employment, payroll and federal, state and local tax revenue, are up-dated for each successive year. Data from the U.S. Bureau of the Census, the Federal Aviation Administration, the Civil Aeronautics Board, Amtrak, the American Bus Association, the Federal Highway Administration, state revenue departments, the Data Center's National Travel Survey and other sources are used for this purpose. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to lack of sufficient data. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquets, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiiing, underwater diving, etc.). Although the magnitude of these purchases in preparation for a trip cannot be quantified, it is probably significant relative to overall travel expenditures.

The second type of spending not covered due to lack of sound, relevant data is the purchanse of major consumer durables generally related to outdoor recreation on trips. While recreational vehicles (campers, motor homes, trailers and mobile homes) are covered, spending for boats and boating supplies, and off-road recreational vehicles such as trail bikes, dune buggies and snowmobiles are not. Further research is required in this area to estimate the average spending on items such as these by travelers.

Certain states generate peculiar spending behavior relative to others. For example, traveler expenditures on gaming in Nevada comprise a substantial portion of tourist receipts, and contribute heavily to the state's economy. Data on such unusual spending is virtually unavailable, andd thus these activities are not reflected in these estimates at this time.

Moreover, the TEIM records travel expenditures only for those states where travelers spent the night, originated, or were destined. Due to the nature of the Census Bureau's 1977 National Travel Survey, expenditures could not be allocated to states passed through in a single day. It is believed these expenditures may be quite significant to certain "bridge" states between major population concentrations and major destinations.

The trip definition inherent in this study also limits the estimates of economic impact somewhat. Specifically excluded are the economic effects of U.S. traveler expenditures in this country pursuant to traveling to a foreign destination. Also excluded is the impact of day-trips to places less than 100 miles from home. while these latter trips may be quite numerous, intuitively, they appear to involve little economic impact since lodging expenditures and virtually all common carrier spending are excluded. Meal, entertainment and recreation expenditures on these trips also seem relatively insignificant.

These travel expenditures and impact estimates are based on household surveys of travel activity. Consequently, they are subject to all of the sampling and non-sampling errors inherent in sample surveys.

Most travel expenditure data collected is on a "type of purchase" rather than "point of purchase" basis. This means there is some incongruity in matching spending on different goods and services while traveling with the receipts, employment and payroll of different types of businesses. For example, all spending for meals is assumed to take place in eating and drinking places (SIC 58), whereas some may actually occur in hotels or other commercial lodging places (701). This inconsistency does not appear to introduce major errors in the calculations and can only be corrected upon collection of point-of-purchase expenditure data.

GLOSSARY OF TERMS

Automobile Transportation Expenditure. This category includes a prorata share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Automobile Tranportation Industry. Automotive dealers and gasoline service stations (SIC 55); automotive rental and leasing without drivers (751).

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Entertainment/Recreation Industry. Amusement and recreation services (SIC 79) and motion picture theaters (783).

Food Expenditure. Traveler spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Foodservice Industry. Eating and drinking places (SIC 58).

General Retail Trade Industry. This sector is defined to receive incidental purchases by travelers. It includes general merchandise group stores (SIC 53) and miscellaneous retail stores (59).

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Incidental Purchase Industry. See "General Retail Trade Industry.

Lodging Industry. This industry includes hotels, motels, and motor hotels (SIC 701), camps and trailer parks (703), and general building contractors -- residential buildings (152) and operative builders (1531).

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportaion, and taxicab or limousine service between airports and central cities. Also inluded are expenditures on "other transportation" as indicated in the 1977 National Travel Survey.

Public Transportation Industry. Air transportation (SIC 45), taxicab companies (411), intercity highway passenger transportation (413), National Railroad Passenger Corporation (Amtrak), and water transportation (44 except 4411). Also is the "dummy" industry of "other transportation."

Tourism. Generally avoided in this study, this can can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip" (qq.v).

Travel Arrangement Industry. This includes travel agencies, tour operators, and other services in arranging passenger transportation, and is covered under SIC 4722.

Traveler. The act of taking a "trip" (qq.v.).

Travel Expenditure. The exchange of money or the promise of money for goods or service while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incidental to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation or second home are included as associated with taking a trip. Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home are allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area. Thse estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently, the TEIM estimates are more closely related to the number of jobs than to the number of employees. For a detailed discription of the household and establishment survey differences, see Green, Gloria P., "Comparing Employment Estimates from Household and Payroll Surveys," Monthly Labor Review, Volume 92, No. 12, December, 1969.

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodgings) paid during the year to all employees. Trips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit nor other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

Travel-generated Tax Receipts. These federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts, and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, employment taxes, gasoline excise taxes, and, airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll."

Trip. A trip occurs, for the purpose of the model, every time one or more persons goes to a place 100 miles or more away from home in one day, or is out-of-town one or more nights, and returns to his origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school. Also excluded is foreign travel activity in the U.S.

Visitor. This term is usually limited to special studies of individual cities or metropolitan areas. It includes those not resideing in the area under study who travel away from home overnight or on a day trip of 200 round-trip miles or more and visit the area. As a general rule, total travel impact on an area less the impact of area residents equals visitor impact.

Industries Providing More Jobs than Travel, by State, 1983 (see Table 9)

State	Industry SIC codes*
Alabama	22,23,50,54,58pt.,80
Arkansas	80
California	73,80
Connecticut	34,35,36,37,50,54,58pt.,63,73,80
Delaware	28
Georgia	22,50
Illinois	35,36,37,50,54,58pt.,73,80
Indiana	33,36,37,58pt.,80
Iowa	80
Kansas	80
Kentucky	80
Louisiana	13,80
Maryland	73,80
Massachusetts	35,36,58pt.,80
Michigan	37,58pt.,80
Minnesota	80
Mississippi	23,80
Missouri	80
Montana	80
Nebraska	80
New Jersey	80
New York	73,80
North Carolina	22
North Dakota	80
Ohio	34,35,37,50,58pt.,73,80
Oklahoma	13,80
Oregon	24,80
Pennsylvania	80
Rhode Island	22,34,36,39,50,54,58pt.,59,73,80,82
South Carolina	22
South Dakota	80
Tennessee	80
Texas	50,80
Virginia	73,80
Washington	37,58pt.80

APPENDIX C: Industries Providing More Jobs than Travel, by State, 1983 (See Table 9), Continued

West Virginia	12,80
Wisconsin	80
District of Col.	73,80
Total U.S.	80

*Key to SIC codes (continued below)
Source: U.S. Travel Data Center

Key to SIC codes

Mining
12 Bituminous coal and lignite mining
13 Oil and gas extraction

Manufacturing
22 Textile mill products
23 Apparel and other textile products
24 Lumber and wood products
33 Primary metal industries
34 Fabricated metal products
35 Machinery, except electrical
36 Electric and electronic equipment
37 Transportation equipment
39 Miscellaneous manufacturing industries

Wholesale trade
50 Wholesale trade -- durable goods
51 Wholesale trade -- nondurable goods

Retail trade
54 Food stores

58pt. Eating and drinking place sales to residents
59 Miscellaneous retail

Finance, insurance and real estate
63 Insurance carriers

Services
73 Business services
80 Health Services
82 Educational services

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The following organizations provided base data essential to the production of these estimates of the state impact of travel. Special thanks are due the individuals in these organizations who made their time and experience available to us.

American Bus Association
Amtrak
Bureau of Labor Statistics, U.S. Department of Labor
Civil Aeronautics Board
Federal Aviation Administration, U.S. Department of Transportation
Highway Users Federation
State and Territorial Travel Offices
Tax Foundation
Woodall Publishing Company